were well within the limits to perform from a zero risk for a take-off from the helicopter rig in case of engine failure." "(b) Westland Helicopters could carry a minimum payload requirement of ten passengers for a standard mission profile". In November, 1985, a second team of experts consisting of representatives of DGCA, Indian Airlines, IAF and Helicopter Corporation of India again carried out... (*Interruptions*) Sir, let me complete. They wanted to know about the reports of these two Committees.

MR. CHAIRMAN: You go on. I am not stopping you.

SHRI MOTI LAL VORA: This team of experts again carried out flight tests and concluded that the helicopter more than meets the requirements laid down by the ONGC which calls for transporting ten passengers over a distance of 100 nautical miles and return in case of failure to land with a reserve fuel of 45 minutes flying.

MR. CHAIRMAN: You place the reports on the Table of the House. (*Interruptions*) How many lives have been lost? Was it involved in the Vaishno Devi tragedy? (*Interruptions*)

SHRI A. G. KULKARNI: Government is not forthcoming. Please ask the Minister to place the reports on the Table of the House to allay all fears.

SHRI MOTI LAL VORA: As hon. Kulkarni has suggested, I will place these reports on the Table of the House. All doubts have been cleared by the reports of these two Committees.

MR. CHAIRMAN: Was one of the helicopters involved in the Vaishno Devi tragedy?

SHRI MOTI LAL VORA: There was no engine failure or any other failure. There was bad weather also. (*Interruptions*)

MR. CHAIRMAN: Has the report come? (*Interruptions*)

SHRI LAL K. ADVANI: Sir, the enquiry is going on. (*Interruptions*)

SHRI V. GOPALSAMY: The report has not yet been submitted. (*Interruptions*)

MR. CHAIRMAN: Kindly place the reports of the Committees which were appointed by your Ministry on the Table of the House. (*Interruptions*) Question No. 202. (*Interruptions*)

Foreign trade handled by major ports

*202. SHRI SUNIL BASU RAY:†
SHRI MOHAMMED AMIN:

Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) what are the details of Government's plans for the improvement of major ports like Bombay, Madras and Calcutta ports—port-wise;

(b) what was the share of foreign trade handled by these ports in 1964-65; and

(c) what are the details of the present share of foreign trade handled by these ports—port-wise?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI RAJESH PILOT): (a) to (c) A statement is laid on the Table of the House.

†The question was actually asked on the floor of the House by Shri Sunil Basu Ray.

Statement

(a) In the VIIth Five Year Plan the following major development schemes for the ports of Bombay, Calcutta and Madras are included:—

Port	Scheme
Calcutta Port	*Total Plan outlay in the VIIth Plan-Rs. 138.95 crores.*
(a) *Calcutta Docks*	1. Bhagirathy Hooghly River Training Works.
	2. Development of Container handling facilities.
	3. Replacement of Despatch vessel Nadia.
	4. Replacement of one pilot vessel.
(b) *Haldia Dock Complex*	1. Construction of Second Oil Jetty including tugs.
	2. Construction of Additional General Cargo berth.
	3. Augmentation of existing container terminal.
	4. Strengthening of Oil Jetty.
Bombay	*Total Plan outlay of VIIth Plan—Rs. 106.13 crores*
	1. Replacement of Pir Pau Jetty.
	2. Construction of RCC Trestle.
	3. Augmentation of Container handling facilities.
	4. Purchase of anti pollution vessel.
	5. Improvement of Oil and Chemical handling facilities at Pir Pau.
Madras	*Total Plan outlay in VIIth Plan - Rs. 67.15 crores.*
	1. Acquisition of Grab Dredger.
	2. Extension of container berth.
	3. Deepening of Bharathi Dock.

(b) and (c) The percentage share of foreign trade handled by these ports out of the total foreign trade handled by all the major ports during 1964-65 and 1987-88 is as follows:—

Name of the Port	Share of foreign trade during	
	1964-65	1987-88
Bombay	38.6	19.39
Madras	8.5	17.46
Calcutta	19.2	9.87

SHRI SUNIL BASU RAY: Sir, the hon. Minister has given this reply. It is not clear to me whether there has been any effort on the part of the Government to improve the performance of the ports and docks, particularly at Calcutta. We find from the statement of the Minister that during the period from 1964-65 to 1987-88 there has been a sharp decline in the share of foreign trade in the Bombay and Calcutta ports. What are the reasons for this shortfall? What are the reasons for not maintaining the volume of trade in these ports? I want the Minister to reply

to this first and then I will ask my second supplementary.

SHRI RAJESH PILOT: I really cannot put the complete performance of the ports in a very short question, but the hon. Members have been informed off and on that we have really made tremendous progress in this sector. In 1964-65, we were handling 51 million tonnes of cargo. Today we are handling 134 million tonnes of cargo. Modernisation has been going on at each port. Development has been going on at each port in various manners. The allocation of funds from the First Five Year Plan to the Seventh Five Year Plan for the ports speaks for itself. So the feeling of the hon. Member that there has not been any progress is not correct.

As for the two particular ports where, as the hon. Member has said, the foreign trade has gone down — Calcutta and Bombay — I will just inform the House that it is clear from the figures that we were handling 377 lakh tonnes of foreign trade in 1964-65, whereas in 1987-88 we are handling 867.31 lakh tonnes. So in totality the foreign trade has not gone down The fact is that in 1964-65, there were less ports. So Calcutta and Bombay were getting a major share of the foreign trade. But as time passed and development of ports took place and new ports were added to the list — today we have ten major ports — the total foreign trade has been divided among ten ports which was being handled earlier by two or three ports. So that feeling must be in hon. Member's mind.

SHRI SUNIL BASU RAY: In 1964-65 Calcutta port handled 19.2% of foreign trade and in 1987-88 it handled only 9.87%. So in terms of percentage and also in terms of volume, Calcutta port has gone down. There is no other major port in Eastern India. What is the reason for this decline? Calcutta is the centre of the economic life in North-Eastern India. This means the share of Eastern India is also going down. So I want a specific reply on this point.

SHRI RAJESH PILOT: Sir, I have already replied to the first part. It may be that in 1964-65 Calcutta's share in foreign trade was the maximum in the Eastern sector. But then Paradip came and in the South Tuticorin came at a later stage. As per the figures, the hon. Member is right that in 1964-65, Calcutta handled 19.2% of the foreign trade but the percentage came down for reasons mentioned in my answer. However, in totality, in 1964-65 the port handled a traffic of 7.24 million tonnes, while in 1987-88 it handled 8.56 million tonnes. So it has gone up and if you include the coastal shipping also in this, it has gone from 11 million tonnes to 13 million tonnes. The handling capacity of the port is going up substantially and the ratio has gone down in the foreign trade because of division among the ports.

SHRI SUNIL BASU RAY: You have replied that the total....

MR. CHAIRMAN: You have already asked two supplementaries.

SHRI SUNIL BASU RAY: Sir, I want one more.

MR. CHAIRMAN: No, please. Mr. Mohammed Amin. Mr. Yashwant Sinha.

SHRI YASHWANT SINHA: Sir, I am sure the Minister is aware of the fact that out of the total container traffic which is handled by Indian ports, 80 per cent is being shipped out in foreign ships or foreign bottoms. He must also be aware of the fact that there is now a proposal made by the Madras Port Trust as well as the newly constructed Nhava Sheva Port, which has been constructed largely to handle container traffic. The proposal is to permit the use of these ports as transhipment

points, and if they are used as transhipment points, then containers stored in those ports can be taken to other ports like Colombo, for instance, which is on the international trunk route for containers, where they will be put in larger container vessels. Now I understand that the Shipping Corporation of India has opposed this move of the Madras and Nhava Sheva Port Trusts because this is going to damage their business. I would like to know from the Minister whether in view of the fact that our share in container traffic is very little, how does he propose to look at this proposal of the Madras and Nhava Sheva Port Trusts?

SHRI RAJESH PILOT: Sir, I am not aware that the SCI has objected to this particular proposal which the honourable Member has mentioned, but I agree with him that container traffic is the future traffic in ports. That is why the Government has given special attention and, as the honourable Member must be aware, Nhava Sheva Port is going to be one of the most modern and competitive ports by international port standards. And we are paying full attention to Madras. A container terminal has already come up and is functioning. About Nhava Sheva Port, whatever schemes are in the Plan I can inform the House in totality. We are aware of the situation and we are putting in our best efforts to make our ports totally modern and totally competitive so that we can compete in shipping.

MR. CHAIRMAN: When will it be available?

SHRI RAJESH PILOT: Nhava Sheva Port should be by February 1989, Sir.

SHRI YASHWANT SINHA: My specific question to the Minister was, does the Minister have a proposal for Madras and Nhava Sheva ports for their use as transhipment points and how does Government view this proposal?

SHRI RAJESH PILOT: Sir, I require separate notice for this question.

SHRI SANTOSH BAGRODIA: Sir, I would like to know from the honourable Minister what is the capacity of each of the three major ports of Madras, Bombay and Calcutta and how much was really utilized in the last three years and what is the difficulty in full utilization of these ports.

SHRI RAJESH PILOT: Sir, I have said that the capacity of each port has been utilized to the maximum and that is why our target of 124 million tonnes was planned for in 1987-88. We have crossed that. We have handled 133 4 million tonnes. For each port, year-wise, the capacity is like this: In Madras, as on 31st March, 1984, it was 16.41 million tonnes and on 31st March, 1987 it has been enhanced to 20.41 million tonnes. Similarly, Calcutta maintained 50 million tonnes and Bombay, 26.25 million tonnes. There is no problem of not utilizing the full capacity. We are utilizing the full capacity except sometimes when the serviceability of cranes and other instruments used in the ports goes down the capacity is not fully utilized.

SHRI ALADI ARUNA *alias* V. ARUNACHALAM: Sir, under the scheme of improvement of major ports, Rs. 67.15 crores have been allotted to the Madras Port. I would like to know from the honourable Minister how much amount has been spent out of this for the acquisition of the Grab Dredger, extension of container berth and for deepening of the Bharati Dock, because this amount was allotted for these purposes. How much amount has been utilized so far? That is number one. Sir, the Minister has said that foreign

trade has increased; that is the overall position, but it has been divided by the ten major ports. I would like to remind the Minister that in the case of Madras it has increased from 8.5 to 17.46 at present. But in the case of other major ports like Calcutta and Bombay, it has declined. What is the reason for this? Will the Minister tell any reason?

SHRI RAJESH PILOT: Sir, in reply to the first part of the question, the outlay for 1988-89 for the Madras Port is Rs. 17.18 crores.

SHRI ALADI ARUNA *alias* V. ARUNACHALAM: Rs. 67.15 crores.

SHRI RAJESH PILOT: The yearly figure, I am talking of. You must be talking of the Seventh Plan.

Hon. Chairman, Sir, it will be very difficult to give the details for each project, how much is spent because there are so many projects in each port going on. So, if the hon. Member wants the complete details, I can supply to him. For the Madras Port the Seventh Plan outlay is Rs. 67.15 crores. New schemes include Rs. 38.12 crores. In 1985-86 the actual expenditure is Rs. 29.50 crores. The outlay for 1986-87 is Rs. 14.25 crores. The actual expenditure we are expecting is Rs. 23 crores. Similarly, in 1987-88 we are likely to spend Rs. 91.10 crores.

Regarding foreign trade, as has been mentioned earlier, Mr. Chairman, Sir, in totality our foreign trade has gone high. I have mentioned the figures. Sometimes it depends on how much import we get. So, these figures are variable. You really cannot say that because this port has handled so much foreign trade this year, next year it must handle the same. Sometimes it depends upon our requirement, Government import conditions. These are so many factors which affect the port's handling capacity of foreign trade.

203. [*The questioner (Shri Subas Mohanty and Shri Ajit P. K. Jogi) were absent. For answer* vide *cols.* 32 *infra*].

Quality and efficiency of catering services in Trains

*204. PROF. C. LAKSHMANNA: Will the Minister of RAILWAYS be pleased to state:

(a) what steps have been taken by Government to improve the quality and efficiency of catering services in the mail and superfast express trains, especially Tamil Nadu Express, Andhra Express, Karnataka Express, Grant Trunk Express, Jammu Tawi Express etc. on which of late cold and stale meals and tiffins are being served in aluminium foil packs, and that too hours beyond schedule; and

(b) what are the details of qualitative and quantitative standards prescribed for food materials and beverages to be catered in the trains?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MAHABIR PRASAD): (a) Steps taken to improve the quality and efficiency of catering services in mail and express trains in the last few years have met with considerable success. These steps include the introduction of casserole service, modernisation of base kitchens, training to staff, intensive inspections etc. Efforts to improve the services even further are continuing.

(b) Only good quality raw materials are used for preparation of meals and reputed brands of beverages are permitted to be sold. The contents of the meals at present are about 545 to 685 gms. depending on the meal.

PROF. C. LAKSHMANNA: Mr. Chairman, Sir, I had asked the question:

"what are the details of qualitative and quantitative standards prescribed for food materials and be-